









PIANOFORTES tuned—Single or by yearly contract—High class work—W. Robinson and Co.

A TELEGRAM received in New York from Colon says it is reported that the French Company is trying to sell the Panama Canal to an American syndicate.

THE Norddeutscher Lloyd have added the *Orford* to their fleet. She is a steel screw steamer built this year by the Ast. Co. Vulkan, at Stettin, who have supplied the engines, which are of the triple-expansion type, with cylinders 22, 34, and 60 in. in diameter by a stroke of 34 inches and indicating 350 horse-power. The Lloyd's Austrias have added the *Habib* to their fleet. This is a steel screw steamer of 4,100 tons, built by the Austrian Lloyd's Arsenal at Trieste. Her dimensions are length 375 feet, breadth 44 feet, and depth 23 feet. Her engines, supplied by the builders, are of the triple-expansion type with 3 cylinders.

A MANHATTAN man who is fond of athletics had always believed that his own would turn out a fast runner. "That boy has the very makings of a sprinter," he would say to his friends. "Take my word, you see him do even time yet." But as the boy grew the ambition dwindled. A friend, meeting him a few days ago, said, "By love, old man, that boy of yours has grown—did you manage to make him a runner?" "No," said the father, "he has grown into a man, and he is doing just as well as he can. He is a runner, for he can walk faster than he can run."

WAX not "Sir W. G. Grace" the cricket writer of an Indian contemporary writes:—"The news that Henry Irving has been made an honorary member of the Royal Society is a piece of news that has been discussed, why does not the Prime Minister advise his gracious Majesty to do the same for the man of all others among her subjects who for the last thirty years has given us the pleasure of his presence? Henry Irving is a man of half a dozen other actors' his name being W. G. Grace. Surely his recent feat of swimming his hundredth century should have drawn even Lord Rosebery's attention to his claims, and the appearance of the same in last week's *Illustration* would have been a just compliment, and far more popular than that of the actor, the musician, the journalist or the war correspondent."

The following paragraph in the *Ceylon Observer* evidently refers to the late Dr. Alexander, author of "Johnny Gibb's Gushunus," and the Radical editor of a Scottish newspaper—A week since in case of illness. Oh for the Doctor of Dramatic!—Speaking of him reminds me of the regret with which I read in papers by last mail of the death of one of his chief protagonists—Dr. Gibb. I knew him well. A grand and eminently clever, unselfish and tender-hearted old man, though rough and outspoken to a degree. A staunch Tory withal, as the following sample will show:—"And you know my friend Dr. Alexander, I cut off his leg. And if I had known he would turn out such a d—d Radical I would have cut off his head!"

It appears we have not heard the last of the recent importation of human hair. The *Times* of Ceylon, one of the importers, M. K. A. Abdulla Muzir Hajjar, who received his consignment from Calcutta, on being informed that the Sanitary Council had refused to pass the hair, wrote to the Chairman of the Municipal Council requesting that the hair might be disinfected with the steam disinfectant in the possession of the Council. His petition was referred to the Sanitary Officer, who reported that he could not recommend the application of the disinfectant in the absence of a declaration from the Port-Surgeon of Calcutta, whence the consignment was imported, that the port was free from small-pox. In the meantime, however, the hair was burnt at Messrs Walker and Sons workshops on orders from the Municipal Council. The hair was then put in a large boiler and the water was allowed to boil for the recovery of the value of the hair, viz., £800, together with the ad valorem duty paid on it. It is said that he will make the Collector of Customs and the Chairman of the Municipal Council co-defendants in the case.

N. A. G. writes as follows to *The Spectator*:—"As you are so interested in animals, I send you a good illustration of intelligence. A collie, in Scotland, whom I know well, is in the habit of fetching from his master's room slippers, coat, keys, or anything he is sent for. One day, sent on the usual errand, he did not reappear. His master followed, and found that the door of the bedroom had been down and that the dog was a prisoner. Some days later he was again told to fetch something, and as the wind was high, his master, after a few minutes' delay, followed him. He found him in the act of fetching the door firmly shut, and the door which he had rolled up for the purpose, and having taken this precaution, the prudent animal proceeded to look for the slippers. This same collie, when walking with me, ran on in front and rang the gate-bell of the house to which I was going, so that I had not to wait when I arrived there!"

An effort is being made, says a Canadian contemporary, to establish a new steamship service between British Columbia, Puget Sound and Oriental ports. It is understood that the Great Northern is interested to the extent, at any rate, of affording freight facilities. The first vessel will be the steamship *Produce*, which will shortly leave the Orient for Vancouver, where she will take on board a return cargo and then proceed via Seattle, where further cargo will be taken aboard, to leading Oriental ports. The steamer *Produce* has been experimentally chartered for the year, and, if successful, other steamers will be put on the route. Determined efforts will be made to cut rates. First return cargo has been secured. A prominent O. P. R. official was interviewed and expressed surprise at the report of a new trans-Pacific line being started. He said the new line would have to compete against the O. P. R. line, the Northern Pacific line, and the proposed Samuel S. Line, backed by the Great Northern and Oregon Navigation Co.'s. If this report were correct the Great Northern, he said, would be controlling two competing lines.

BARONETS, Guitars, Mandolines, Autoharp, Violins, also Strings and fittings for sale at W. Robinson and Co.

THE SANITARY BOARD.

The ordinary fortnightly meeting of the Sanitary Board was held this afternoon. The Hon. F. A. Cooper, Director of Public Works, presided, and there were also present: Surgeon-Captain Westcott (Acting Medical Officer of Health), Dr. J. A. Lawson (Acting Colonial Surgeon), Comr. W. C. H. Hastings (Acting Captain Superintendent of Police), Mr. N. J. Ede, Mr. H. McCallum (Secretary), and Mr. E. A. Ram (Assistant Sanitary Surveyor).

Dr. Lawson moved:—"That a report be supplied to the Board as to the numerous insanitary places in the colony which can be dealt with under bye-laws 28, 29 and 30 of 1894, and that the Board request the Government to call on the Acting Medical Officer of Health to furnish it at the earliest possible moment." In doing so he said:—"In moving the resolution that is in my name here, I would only remind you that most of our plague cases this year have occurred in places of the most insanitary condition, and as every plague case we get here now is of the most serious consequence to the Colony, involving perpetual quarantine almost by Manila and Saigon, I think, we ought to get ahead of the plague instead of marching hand in hand with it or alongside of it. I think this resolution, if properly carried out, would have the effect of making owners clean out their houses for themselves. It is a very hard thing that the Government should have to pay for putting these insanitary places in order now, and I think the proper procedure would be to get a list of all these houses which are in a filthy condition—there are many of them—and after a report from the Medical Officer of Health proceedings could be instituted under Bye-laws 28, 29, and 30. We are practically surrounded by cholera, Singapore, Saigon and Japan being infected with the disease, and it is necessary to get the west end of the town into something approaching a sanitary condition. I suppose it is necessary to have this work done by the Medical Officer in order to prevent the disease from spreading. The Magistrate in the present bye-law there is no provision for the Government recouping itself for the work done. Bye-law 30 reads that people shall be liable to a fine of \$25. It strikes me that there would be a great deal to be gained if a person who had been infected with the disease could claim the costs of the disinfecting and cleansing process in addition. I think it is a pity it was not done, and I think the attention of the Government might be called to the point. There is no necessity to say more, because I do not want to see the plague epidemic here again or cholera either. It simply means hard work for me, and it would also be hard for the Colony. If we get at these places we will have fewer of these sporadic cases of plague cropping up continually."

Mr. N. J. Ede seconded. Dr. Westcott thought it would be better to have a Committee in order to deal with any cases of difficulty that might occur in the Law Courts. He suggested the name of Dr. Lawson.

Dr. Lawson:—"I have got far too much work just now, but in cases of doubt I would be quite happy to go and see the place. But there are many places where there should not be a shadow of doubt. These might be put in a proper condition as regards disinfection and white-washing. There are many places which it is charity to describe as insanitary houses."

Dr. Westcott said he was satisfied, if he could have the cooperation of Dr. Lawson and the resolution was agreed to unanimously.

PROPOSED HAND BOOK. Dr. Lawson moved:—"That the Secretary be instructed to compile in a small hand-book all the Ordinances and bye-laws relating to sanitary matters in the colony." He said there had been a great deal of sanitary legislation, and it would be a convenience to the members of the Board to have the Ordinances and bye-laws in one book. Agreed unanimously.

COMR. HASTINGS seconded. Mr. Ede suggested that, besides "all Ordinances and Bye-laws affecting sanitary matters," the hand-book should include such parts of the Building Ordinances as affect sanitary matters. The President thought the resolution was already comprehensive enough.

SENDING OR BRINGING. A letter was read from Mrs. J. M. Alver, Executive for J. M. Alver, referring to property at Mong-kong. The Board had after several reports decided that the property could not be made sanitary except by entirely clearing off the very wretched Chinese dwellings. The letter asked the Board to suggest what alterations should be made in the dwellings. Agreed to insist on removal.

On the motion of the President, seconded by the Colonial Surgeon, it was agreed to proceed with the issue of lodging-house licences. It was understood that in due time the Board will attend to their sanitary condition.

THE DRY-EARTH SYSTEM. Mr. Cooper and Dr. Westcott were appointed a committee to consider the "dry-earth system."

MORTALITY STATISTICS. For the week ended 22nd June, 1895, the total deaths in the Colony numbered 94, being at the rate of 20 per annum in each thousand of estimated population, as against a rate of 19 in the previous week and 18 in the corresponding week of last year.

The Secretary appended a note as follows:—"The following minutes were appended:—The Colonial Surgeon—Any explanation of the high death rate among the Aberdeen boat population? The Director of Public Works—(To the Secretary) Please inquire into the cause of the high death rate among Aberdeen boat population. The Secretary—There from fever, one infantile convulsion, one undiagnosed. For the week ended 29th June the total deaths in the Colony numbered 117, being at the rate of 24 per annum for each thousand of estimated population, as against a rate of 60 for the corresponding week of last year. The Secretary appended a note as follows:—"The features of most importance in this return are the deaths from bubonic plague and purpur fever. (There was only one death from plague during the week.)"

ANALYSIS OF WATER SUPPLY.

The Analyst's report on samples of Ty-tan water from the main reservoir at follows:— Appearance in 24 inch tube... clear, pale yellow. Total solid matter dried at 212° F... 4.6. Chlorine in chlorides... absent. Ammonia... 0.014. Oxygen absorbed in 24 hours... 0.43. (Results expressed in grains per imperial gallon, 1 in 70,000.) The results of the analysis are satisfactory.

BARRIERS.

The following letter was read:—"Hongkong, June 17. 'To the Secretary of the Sanitary Board. Dear Sir—With reference to the closing of the ground storeys of certain houses in the colony to human habitation on account of the backs of such ground storeys abutting on retaining walls, I am instructed by several owners of Chinese property to ask you if occupation of the said ground storeys could be allowed if a brick wall were built across the houses at a distance of four feet from the retaining wall and arches thrown in the side walls of the houses so as to make a clear passage open to the street along the backs of the ground storeys, as along the backs of the retaining walls. Yours etc, A. DENISON."

The Secretary appended the following note:—"The proposal seems a fair one, but I should think each case would have to be considered separately and a decision given according to the particular circumstances of the case. The following minutes were appended:— The President—I am of opinion that the general approval of this nature should be given. It must be borne in mind that, if taken to close houses unfit for habitation under Sec. 23rd of Ord. 24 of 1887, and the Board should do nothing to prejudicially in the event of such action being necessary. The Acting Medical Officer of Health—The proposed alterations would not in my opinion render the houses habitable. The Acting Colonial Surgeon—I disapprove of this scheme altogether. It is just possible that some blocks might be satisfactorily treated in this manner, but I want to see them first. This passage may be an improvement, but it is not enough. The Acting Captain Superintendent of Police—I recommend refusal. Application refused."

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

THE RUSSIAN-CHINESE LOAN. A successful result of the negotiations in connection with the Russian-Chinese loan is now expected, enabling China to receive the amount by December.

SIR MICHAEL HICKS-BEACH'S ADDRESS.

Sir Michael Hicks-Beach, in his speech to the electors, said that the policy of the new Government was directly opposed to the policy of its predecessors and would be mainly constructive of social reforms. The Exchequer would not be unheeded of the demands of the War Office.

ANOTHER CHINESE LOAN.

A Chinese loan of £1,000,000, bearing interest at 6 per centum, will shortly be issued in London at 106. This loan will not offset the Russian-Chinese loan.

THE APPROACHING DISSOLUTION.

Mr. Balfour said that he hoped to dissolve Parliament on Monday.

RESERVE AMMUNITION.

The reserves of ammunition will be increased immediately.

PARLIAMENTARY NEWS.

The Votes on Account for public services have been adopted, and the Naval Works Bill has been read a third time.

THE FINANCES OF FRENCH INDO-CHINA.

Paris, June 26. The finances of French Indo-China will in future be under the control of the Minister of Finance instead of the Colonial Minister. M. Picaud, inspector in the Colonial Office, has been appointed to take charge of the Indo-China section of the Finance Department. It is proposed to make a supplementary grant of five million francs for Annam and Tonkin.

TONKIN DELIMITATION CONVENTION.

Paris, June 25. M. Gerard, Minister for Foreign Affairs, has signed a convention providing for the delimitation of the boundaries of Tonkin and China. This puts France in immediate contact with China from Leichon to the Mekong Valley, passing by the Namou Valley. The convention also makes provision for commerce between China and the French colonies, and for railway and telegraph lines to cross the border.

END OF THE KIEL FESTIVITIES.

Paris, June 23. The Kaiser spoke at a banquet last night, emphasizing the purely pacific intentions entertained in making the Kiel Canal. The French ships took their departure in the morning. The French officers were courteous but reserved towards the Germans, and the affair passed off without incident. The festivities have now terminated. It is noticed that the Kaiser visited none of the French ships, though he went on board several foreign vessels. The Empress was present throughout the festivities, though she was not well and should have been in bed. Pastor (reprovingly)—"Was that a pocket ship you put into the contribution box? (Reverend) No, sir, I didn't have a single ship when I quit last night."

THE SITUATION IN SOUTH FORMOSA.

(From Our Own Correspondent.)

Anping, July 1. I am going down at once to Takow. The *Spartan* and the *Plover* have remained till today to convey those who wish to leave for Amoy or Takow. I wish the Japanese would be quick and come and finish the bombardment. This suspense is terrible for the whole of the Foreigners remaining here. All property will require to be left behind.

Nothing can be learnt from the *Spartan* (which arrived from Formosa this morning), as to the situation at Taiwan or why the British guard was withdrawn. It is said that the *Spartan* was ordered to Hongkong because she appeared to be of no further use, as all was quiet at Anping and Taiwan and the Foreigners, with two exceptions (an Englishman and a German), had left these ports. The *Spartan* has granted general leave to her crew, so that she is not expected to return to Formosa unless some urgent call is made for British vessels. She will coal in a few days. In the meanwhile the Marines brought down from Formosa are being transferred to the *Victor Emmanuel*, with baggage, &c.

CORRESPONDENCE.

SHIPBUILDING IN HONGKONG.

To the Editor of the "CHINA MAIL."

Hongkong, July 4. Sir—In your issue of Saturday last you say that excellent ships have been built in Hongkong. Would you or one of your readers kindly give their names? Yours faithfully,

A SEAMAN.

[As the discussion at the recent meeting of the Institution of Engineers and Shipbuilders was mainly about steel vessels we give a list of the vessels built at that mart in Hongkong by the Hongkong and Whampoa Dock Company—Contract for the Spanish Government, 175 ft. Pilot Fish 115 ft., three River boats for Marty & D'Almeida, Haiphong, 116 ft., three gunboats for the Spanish Government, 103 ft., two tugs for the Government of Haiphong, 90 ft., P. & O. tug, 90 ft., and a Spanish gun-boat, 80 ft. Besides these, the same Company has built a number of wood and composite gun and merchant vessels.—Ed., C.M.]

THE FOREIGN TRADE OF CHINA.

The following extract is taken from Mr. H. Kopp's summary of the Imperial Chinese Customs Report on the Foreign Trade of China for 1894:—"General.—It is gratifying to record that notwithstanding the numerous adversities under which commerce laboured, especially during the latter half of the year, the results shown should be so favorable. During the spring serious drought prevailed in the South, and concurrently the Japanese plague appeared in the Colony and Hongkong; business and trade was hampered by the introduction of quarantine at most coast ports. In summer the political outlook became very threatening, and culminated on 1st August in a day of trouble and confusion. This announcement of a general strike produced great uncertainty and dread of attack at the coast ports, a state of affairs no less unsettling to trade than war itself. Measures of coast defence were adopted and certain anchorage vessels were partially closed, and a considerable loss of revenue and extra expense to shipping, resulting in an increase in rates of freight, passage, and insurance; at the same time aid to navigation were removed at many ports. Floods damaged cereals in the North, and during the typhoons in South China the rice and sugar crops; while the mobilization of troops throughout the provinces withdrew large bodies of men from their peaceful pursuits, which distributed and entailed additional military expenditure. During the year sterling exports amounted to 15 per cent., or, for demand drafts, from 5s. 12d. (the highest rate) per Shanghai to 2s. 2d. Taking into consideration the many disadvantages and disquieting circumstances, which trade has had to contend with, the results recorded hereunder are eminently satisfactory."

MR. ARTHUR BALFOUR.

Lord Rosebery, on bringing home peace with honor from Berlin, was not by a day or two a candidate for the position of Prime Minister. "Take Arthur Balfour," said the crowd of admirers, "he will be a second Pitt." A bold prediction, not yet fully realized, it must be admitted, but the fact remains that Mr. Balfour has been a most successful and popular leader of the Conservative Party. He has been a most successful and popular leader of the Conservative Party. He has been a most successful and popular leader of the Conservative Party.

THE CRISIS IN THE FAR EAST.

Discussing the negotiations now going on over the Chinese railway, Lord Rosebery, on bringing home peace with honor from Berlin, was not by a day or two a candidate for the position of Prime Minister. "Take Arthur Balfour," said the crowd of admirers, "he will be a second Pitt." A bold prediction, not yet fully realized, it must be admitted, but the fact remains that Mr. Balfour has been a most successful and popular leader of the Conservative Party. He has been a most successful and popular leader of the Conservative Party. He has been a most successful and popular leader of the Conservative Party.

A STORY OF THE LATE PROFESSOR HUXLEY.

Rather good story is told about Professor Huxley, when he was delivering a lecture at the Literary and Philosophical Society, Newmarket-on-Tyne, about twenty years ago. The subject was "The Geographical Distribution of Fossil Remains of Animals," consequently numerous diagrams were required. Old Alexander, the porter of the institution, and quite a distinguished character among the members of the Society, was assisting the Professor to hang the diagrams. The screen on which the diagrams were hung was not very large, and Huxley, as he would, could not succeed without the blank corner of one diagram overlapping the illustration of another, and on which the Professor placed great importance. What was to be done? The Professor asked Alexander to bring a pair of scissors. Lord Armstrong (then Sir William), Dr. Watson, and several others were present at the time. The scissors were brought, but as the joint was somewhat loose, the Professor was not able to cut the paper, and threw the scissors down.

THE OTHER ATHENS.

I'm not a free of mere imagination. Within the British Army of to-day. My rank? A Private. Regiment, name and station?

"Pardon me, please, I pray! My education's decent, you'd know I know. If we could get together for a spell, I've even passed a year or so at college. And know my classics, fairly, if not well. I'm not the kind of gentlemanly rascal who, at intervals, upon the loose, and when a cheque comes gaily from the banker, backs up a little closer to the 'doosie'! And brags between his drinks of bygone glories. And craves the chance his folly mixed. Because, although I've read these pretty stories, such 'Tommy's' scarcely in the flesh exist! However, that's a bit beside the matter. My mind is this: I ain't would cross a sword. With gentlemen who seem to think they flatter. The soldier when they make him say 'by Gawd!' And dip his English to a headless distaff. That Atkins knows the art of distillation. Because the Cockney 'Atkins' of the fiction is not the only Atkins in the ranks! Perhaps, you think, it's all hallucination. If I assert as I most greatly desire, that Atkins knows the art of distillation. Almost as well, suppose we say, as you! There is an Atkins not with argot mixed. Who doesn't figure in the poet's verse, And when he comes to be looked up and written. You'll find him, though not 'atkins' none the worse."

He drinks, may be, and swears: well, so do others. I've known a Bishop partial to his 'peg' and sometimes seen my most exalted brother. Tremendously steady on their legs! But if you think that Atkins is 'a ero.' To 'atkins' fill the measure of a song, I'm bound to say your views are down to zero. And what is more your estimate is wrong! I'm fond of poetry—even as a strippling. "I listed in numbers," like the bard long eye, But Rudyard—which his other name is Kipling—Has caught a trick that somewhat mars his line. Our army would most terribly in Planders. And Shakespeare's type was bearded like the pard. Full of strange oaths—but 'tis de siècle slanders. Make no strange, and that his Atkins hard!

THE CHINA COAST METEOROLOGICAL REGISTER.

REBUILT.

July 3rd—at 4 P.M.

And sometimes seen 'twixt martyred brothers  
Tremendously onsteady on their legs!  
But if you think that Atkins is a hero,  
You'll find him fill the measure of a song,  
I'm bound to say your views are down to  
Zero  
And what is more your estimate is wrong

I'm fond of poetry—even as a strippling  
"I listed in numbers," like the bard last  
syne,  
But Rudyard—who his other name  
Kipling—  
Has caught a trick that somewhat maims  
his line,  
Our army shows most terribly in Flanders  
And Shakespeare's type was bearded ill  
the pard,  
Full of strange epiths—but *fin de siècle*  
Make no cathars strange; and that his a  
kith hard!

In Batteries and Regiments and Battalions  
You'll find a mixture, good—bad—knave  
and lion,  
We're not a horde of gutter-bred  
lions  
Who limped through grammar at an Army  
School!  
An' 'sitch, I grant you, makes no man



Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES

PAQUEBOTS POSTE FRANCAIS.  
—  
STEAM FOR  
SAIGON, SINGAPORE, HATAYIA  
COLUMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX ;  
ALSO  
PORTS OF BRAZIL AND LA PLATA.  
—  
ON WEDNESDAY, the 10th July  
1878, at Noon, the Company's S.S.  
ERNEST SIMONS, Commandant VIMON  
with MALES, PASSENGERS, SPECUL  
and CARGO, will leave this Port for the  
above place.

Cargo and Specie will be registered in London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted at Nouou.

Cargo will be received on board until 3 p.m., Specie and Parcels until 3 p.m. on the 9th July, 1855. (Parcels are not to be sent on board; they must be left to the Agent's Office).

Contents and value of Packages are

**C. TOURNAIRE,**  
*Acting Agent.*

Hongkong, June 26, 1895.

**Harbour.**

<i>gent's.</i>	<i>Destination.</i>	<i>Remarks.</i>
Yokobama	to-morrow	
Shanghai	to-morrow	
San Francisco	to-morrow	
Bangkok	9th prox.	
London, &c.	12th inst.	
Ab'deen Do		

Saigon	to-day
.....	K'loon Do
Sandakan	to-morrow
.....	K'loon Do
Hohow, &c.	to-morrow
.....	K'loon Do
Tientsin	to-day
S'pore & Calcutta	to-morrow
Shanghai	to-day

China Station.	
Captain.	Where at.

Robert L. Groomo	Chefoo
Er De Lisle	Yokohama
Myers Lang	Chefoo
W. H. Newcock	Behring Sea
M. McQuhao	Yokohama
Mr MacArthur	Nagasaki
W. J. Bonderson	Yokohama
	Shanghai
Ravenhill	Hankow
	Kobe
Constant Metaxa	Taiwanfoo
Mr Bearcroft	Singapore
Ernest H. Fawkes	Behring Sea
Commander Laxton	Chefoo
Phillips	Taiwanfoo
Wm. F. C. Addington	Yokohama
Mr R. P. Pelly	Taiwanfoo
M. C. C. Foreyth	Shanghai
Mr Hugh Cotesworth	Amoy
Robt. H. J. Steward	Amoy
W. C. G. May	Hongkong
Alfred L. Winloe	Tientsin
Mr R. K. McAlpine	Takow
W. J. Alfax	Yokohama
Mr Boyes	Hongkong
	Hongkong
Chinese boats.	

SHARE LIST.—QUOTATIONS.—JULY 4, 1895.

K.K. High-Lava Tramway Co., Ltd. MINING.	1,250,000	109	all	\$70, buyers
Joleba Mining & Trading Co., Ltd. Panjau Mining Co., Ltd.	45,000,000 60,000,000	5 48	all \$3	\$3.30, sellers \$5.50, sellers
Société Française des Charbon- nages du Tonkin	12,000,000 Fcs.	600	Fs. 500	\$105, sellers
New Balmoral Gold Mining Co., Ltd. Raub Aust. Gold Mining Co., Ltd. Société Française des Houillères de Touraine	50,000,000 500,000 8,000,000 Fcs.	3 1 500	all 1/130 all	\$8.90, buyers \$4, sellers nom.
MINING, ETC.				
China-Borneo Company, Ltd.	7,500,000	100	8	55, nom.
H. G. Brown & Co., Limited. HOTELS, ETC.	6,000,000	50	all	\$14, sellers
Hongkong Hotel Company, Ltd. DISPENSARIES.	6,000,000	50	all	\$8, sellers
A. S. Watson & Co., Limited.	60,000,000	10	all	\$92, sales and buyers
Dakin, Crutchebank & Co., Ltd. KONSUMERS.	50,000,000	5	all	\$1
H.K. and China Gas Co., Limited.	7,000,000	10	all	\$12, buyers
Hongkong Electric Co., Limited.	80,000,000	10	8	\$4.85, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	30,000,000	50	all	\$10, sales
Hongkong Brick & Cement Co., Ltd. MISCELLANEOUS.	4,000,000	118	12	\$50.87, sellers
Bell's Asbestos Eastern Agency, Ltd.	8,000,000	121	nom.	
Campbell, Moore & Co., Limited.	7,000,000	15	16	\$10, sellers
Geo. Fenwick & Co., Limited.	6,000,000	25	25	\$2, sales
Hongkong Bakery Company, Ltd.	6,000,000	50	all	\$36
Hongkong Dairy Farm Co.	0,000,000	10	8	\$7
Hongkong Ice Company, Limited.	5,000,000	25	all	\$8, sales and buyers
H'kong Rope Manufacturing Co., Ltd. * Founder's shares	13,000,000	50	all	\$125

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Paper Mills Ltd.	£15,767,250	£15,250	7 1/2 p. ann.	10 1/2 prem. sales
A. G. STOKES, Share-broker.				

*Exclusive of late Arrivals and Departures reported to-day*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour *b*. Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Vessel's Name.	Days of week.	Origin.	Flag and Key.	Tons.	Date of Arrival.	Business or Agents.	Destination.	Remarks.
<p>1. From Green Island to the Gas Works.  2. From Gas Works to Jardine's Wharf.  3. From Jardine's Wharf to the Harbour Master's Office.  4. From Harbour Master's to the P. and O. Co's Office.  5. From P. and O. Co's Office to Peddar's Wharf.  6. From Peddar's Wharf to the Naval Yard.</p> <p>Section.</p> <p>7. From Naval Yard to Blue Buildings.  8. From Blue Buildings to East Point.  9. From Kallet's Island to North Point.  10. Kowloon Wharves.  11. Jardine's Wharf.</p>								
<p><b>Steamers.</b></p> <p>delante..... 7 c Aristegui..... Span. str. 99 June 20 Master  ncona..... 5 c Modie..... Brit. str. 1888 July 1 P. &amp; O. S. N. Co.  nneching..... 5 c Milus..... Brit. str. 2338 June 20 Dowell, Carill &amp; Co.  Shanghai..... 5 c Scott..... Brit. str. 1266 July 2 Dowell, Carill &amp; Co.  Shanghai Cheow..... 5 c Webb..... Brit. str. 1312 July 4 Chicheas  China..... 5 c Saabry..... Brit. str. 4399 June 27 P. M. S. S. Co.  corawenge..... 2 h Parkes..... Brit. str. 1057 June 30 Yuen Fat Hong  thopie..... 3 h Miles..... Brit. str. 1906 July 4 Mitsui Bussan Kaisha  Shanghai..... 5 c Vryen..... Brit. str. 1843 July 2 Dowell, Carill &amp; Co.  thompson City..... 5 c Dwyer..... Brit. str. 1400 June 26 Butterfield &amp; Swire  alloong..... 5 h Bait..... Brit. str. 783 July 3 Bourlas Steamship Co.  nui..... 5 c Chodzko..... Feh. str. 778 July 4 A. R. Maw  upeli..... 5 c Quail..... Brit. str. 1848 June 22 Butterfield &amp; Swire  nagrat..... 5 h Jupp..... Ger. str. 896 June 28 Chicheas  Shanghai..... 5 c Halm..... Gt. str. 1403 July 2 M. S. N. Co.  vauang Leo..... 5 h Lincoln..... Brit. str. 1504 July 4 O. M. S. N. Co.  nacheow..... 2 h Anderson..... Brit. str. 1049 July 2 Yuen Fat Hong  nmon..... 10 Branch..... Brit. str. 825 July 1 Butterfield &amp; Swire  olava..... 5 c Burnside..... Brit. str. 1477 July 4 Jardine, Matheson &amp; Co.  China Chon Kiao..... 5 c Williams..... Brit. str. 1006 June 2 Yuen Fat Hong  ngress..... 5 c Jensen..... Ger. str. 647 July 3 Master &amp; Co.  n..... 5 c Johnson..... N.W. str. 533 June 29 Master  nabine Rickmers..... 2 c Saudera..... Ger. str. 698 June 30 Arnold, Kurburg &amp; Co.  n..... 5 c Messer..... Brit. str. 956 June 24 Bradley &amp; Co.  nrats of Dover..... 5 c Italitaly..... Brit. str. 1904 July 1 Carlwiltz &amp; Co.  Shanghai..... 5 c Williams..... Brit. str. 1516 June 2 Yuen Fat Hong  hloko..... 5 h Black..... Ger. str. 1049 July 3 Carlwiltz &amp; Co.  n..... 5 c Nornelsen..... Ger. str. 1058 June 14 Jensen &amp; Co.  Young..... 5 c Young..... Brit. str. 1516 June 28 Jardine, Matheson &amp; Co.  nra..... 5 c Mubangs..... Feh. str. 2084 July 4 Messageries Maritimes</p>								
<p><b>Sailing Vessels.</b></p> <p>code..... 3 c Coutts..... Br. 4 m. bge. 2300 May 21 Standard Oil Co.  rura..... 3 c Barnit..... Brit. bge. 295 June 5 Chinese  aitern..... 3 c Askin..... Brit. sch. 399 June 22 Ordr  nertie Curtis..... 5 c Raymond..... Brit. sch. 67 April 28 China Traders Insurance Co.  ntennial..... 5 c Oulard..... Amer. sch. 3395 May 11 Captain  nny..... 2 c Wilson..... Haw. bge. 980 July 2 Ordr  ort Stuart..... 5 c Fletcher..... Brit. sch. 2313 June 6 Standard Oil Co.  lity..... 3 c Iart..... Brit. bge. 802 June 20 Chinese  nraysey..... 3 c Gunning..... Brit. bge. 2619 June 24 Standard Oil Co.  een City..... 5 c Bjerre..... Haw. sch. 192 July 3 Ordr  nla..... 5 c Peller..... Amer. sch. 1474 June 28 Carlwiltz &amp; Co.  n Cruz..... 5 c O'Keefe..... Amer. sch. 92 May 13 Water &amp; Co.  n..... 5 c Garlicks..... Ger. sch. 1691 June 1 Standard Oil Co.  nscania..... 5 c Gruha..... Br. 4 m. bge. 2080 June 5 Standard Oil Co.</p>								

### Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Albatross	trwin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Chefoo
Albatross	despatch-vessel	1700	4	3180	Commander De Lisle	Yokohama
Albatross	cruiser 3rd class	1775	6	2200	Comd. Geyers Lang	Chefoo
Albatross	cruiser 3rd class	1430	14	1440	Captain Ch. F. No cook	Behring Sea
Albatross	trwin-screw battle ship	10,600	14	13,000	Captain J. M. McQuhas	Yokohama
Albatross	stump	1148	8	1400	Commander MacArthur	Nagasaki
Albatross	trwin-screw cruiser 1st class	7350	12	10,000	Capt. William G. Bouderson	Yokohama
Albatross	g-b-t. 3rd class coast defence	363	0	340	Lt.-Com. Ravahull	Shanghai
Albatross	gunboat 2nd class	455	4	480		Hankow
Albatross	cruiser 2nd class	4500	10	5500	Captain Comd Metaxa	Kobe
Albatross	gun-vessel 2nd class	765	5	1050	Commander Bearcroft	Taiwanfoo
Albatross	cruiser 2nd class	3730	13	7390	Capt. Wilnot H. Fawkes	Singapore
Albatross	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Behring Sea
Albatross	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chefoo
Albatross	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. B. Addington	Taiwanfoo
Albatross	cruiser 3rd class	1540	8	1650	Commander F. B. Pelly	Yokohama
Albatross	cruiser 3rd class	3600	17	7000	Capt. Comd. Wm. C. C. Forsyth	Taiwanfoo
Albatross	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Shanghai
Albatross	screw gunboat 1st class	700	0	720	Lt.-Com. Robt. H. J. Stewart	Amoy
Albatross	gunboat 1st class	605	6	1200	Lieut.-Com. C. G. May	Amoy
Albatross	trwin-screw cruiser 2nd class	3900	8	7000	Captain Alfred L. Winslow	Hongkong
Albatross	gun-vessel 2nd class	555	5	1050	Commander R. K. McAlpine	Tientsin
Albatross	g-b-t. 3rd class coast defence	363	5	340	Lieut. Ward	Takao
Albatross	cruiser	5600	12	8500	Captain Hallifax	Yokohama
Albatross	receiving ship	5167	14	—	Commodore Boyes	Hongkong
Albatross	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

\* Flagship of Vice-Admiral Buller, C.B.

Printed and published by Gao. Munster Binn, at the China Mail Office, No. 5, Wyndham Street, Hongkong.